

REMARKS

Claim 15 is pending in this application and has been amended. New Claim 16 has been added. No new matter has been introduced.

The Examiner states at page 2, Section 4, last two lines on the page, that Lane discloses "...said transversal element is arranged below the bottom of said hull at or near the barycenter of said watercraft., as shown in Fig. 16..." (emphasis added). Applicant has amended Claim 15 to reflect that the transversal element is substantially at the barycenter of the watercraft. Applicant respectfully submits that the Examiner has viewed Figs. 16 and 19 and incorrectly concluded that the transversal element is at the barycenter. Lane does not disclose the feature that the transversal element is at or substantially at the barycenter of the watercraft.

The barycenter is the center of mass of the watercraft. Location of the transversal element is important to the construction of the craft and the performance characteristics that result. According to Figs. 16 and 19 of Lane, wing 246 and wing 346 are each substantially at the vertical midplane of the watercraft. In fact, a large part of the weight of Lane's watercraft structure is concentrated at the stern of the boat. Therefore, the wing cannot be at the barycenter, which would be about at 1/3 of the length of the watercraft. Compare this to the barycenter of Applicant's watercraft, as shown in the present application in Fig. 2, element 5. There is no disclosure, teaching or suggestion in Lane to locate the wings at the barycenter.

One teaching of Lane is to use wings at the propeller level in combination with wings on the opposite side. This is evidence that the barycenter is between these two types of wings like in a hydrofoil. The barycenter cannot coincide with either one of these two types of wings. Therefore Lane teaches away from the instant invention as presently claimed.

In the present disclosure there is only one wing substantially at the barycenter. For this reason the weight of the watercraft is lifted in part on the same direction of the weight resulting force. For this reason there is no a creation of any moments and there is no the need of a second type of wing as taught by Lane. This is a great advantage because the watercraft is simpler and the breaking forces are lower. New independent Claim 16 reflects the presence of a single

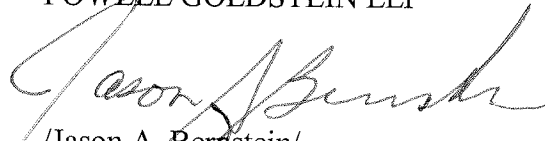
transversal element. The claimed apparatus is neither disclosed, taught nor suggested by Lane nor any combination of references previously cited by the Examiner.

CONCLUSION

Applicant submits that the patent application is in condition for allowance and respectfully requests such action. If the Examiner has any questions that can be answered by telephone, please contact the undersigned attorney of record at the telephone number listed below.

Respectfully submitted,

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